IMPORTANT FROM VICKSBURG.

Return of the Union Ram Queen of the West from Her Run Down the Mississippi.

SPLENDID SUCCESS OF THE DASH.

Lateresting Details of the Running of the Blockade.

Smashing of the Rebel Gunboat Vicksburg.

Three Rebel Steamers Loaded Provisions Destroyed.

The Fire Drawn from the Port Hudson Batteries by the Ram.

The Pluck of Colonel Ellet, of the Ram Fleet.

&c., . &c.,

Cincago, Feb. 11, 1863. A special despatch from Cairo to-day says that news has been received from Vicksburg to Saturday, 7th inst. The ram Queen of the West has returned from below.

Her trip down the river was most successful. She met three steamers with provisions for the rebels at Vicks burg, and succeeded in sinking them. She took fifty-six prisoners, one of whom was a colonel.

The Oueen of the West went near enough to Port Hud. son to draw fire from their upper battery.

Camo, III., Feb. 11, 1863. Vicksborg letters say the brilliant achievement of the Queen running the gauntlet of the rebel natteries has had a most beneficial effect on the spirits of our troops

possible General Grant will make the canal a success, and suggests that Grand Gulf. Port Gibson and other coints between Vicksborg and Port Hudson be fortified.

Col. Eller's Official Report to Admiral Perter.

Acting Rear Admiral Porter, in terms of commendation municates to the Navy Department the report of Col. M, commanding the United States steam ram Queen of the West, giving an account of her passage of t batteries at Vicksburg. The following is the report:—

betteries at Vicksburg. The following is the report:—

UNITED STATES STREE RAM QUIEN OF THE WEST, 1

BIMOW VICKSBURGE, Feb. 2, 1863. §

ADMINAL—In compliance with your instructions, I

agriculture to the West at haif past four or-lock
this morning, to pass the robel batteries at Vicksburg
and sink the robel steamer lying before that city. I

discovered immediately on starting that the change of
the wheel from its former position to the narrow
space behind the Queen's bulwarks did not permit the
boat to be handled with sufficient accuracy. An hour or
mace was spent at rearranging the apparatus, and when
we finally rounded the point the san had risen, and any
advantage which would have resulted from the dackness
was not to us.

we family rounded the point the sam has resu, and my advantage which would have resulted from the darkness was leaf to us.

The rebels opened a heavy fire upon us as we reached the city, but we were only struck three times before reaching the steamer. She was Iving to nearly the same position that the Arkaneas cocupied when General Ellet ran the Queen into her on a former occ sion. The same cames which prevented the destruction of the Arkaneas then saved the City of Vicksburg this morning. Her position was such that if we had run obliquely into her as we came down the bow of the Queen would inevisably have glanced. We were compelled to partially round to morder to strike. The consequence was that at the very moment of collision, the current—very rapid and strong at this point—caught the stern of my boat, and, acting on her bow as a pivot, wung her round so rapidly that nearly at her momentum was lost. I had anticipated this, and therefore caused the sta-board bow you to be shotted with three of the incendiary projectiles recommended in your orders. As we swung reach Mexecut J. H. Campbell, detailed for the purpose, and Sergeant J. H. Camp

projection recommends in your orders. As we swap around Sergeant J. H. Campbell, detailed for the purpose, freel this gun. A sixty-four pound shell crushed the ough the barricade just before he reached the spet, but he did not hesitate. The discharge took place at exactly the right moment, and set the rebel steamer in flames, which they subsequently succeeded in extinguishing.

At this moment one of the enemy's shells set the corton sear the starboard whosel on fire, while the discharge of our own gun ignited that portion which was on the own. The flames, spread rapidly, and the dence smoke rolling into the engine room sufficient that the discharge of our own gun ignited that portion which was on the own. The flames, spread rapidly, and the dence smoke rolling into the engine room sufficient the engineers. I saw that if I attempted to run into the city of Vicksburg again that my best would certainly be borned. I ordered her to be headed down stream, and ordered every man to extinguishing the flames. After much exertion we finally put the fire out by cutting the burning bales loose. The enemy of course were not idle. We were struck teelve times, and though the cabin door was knocked to placoe, no material injury to the boat or to any of those on board was inflicted. About two-regiments of rebel chargeshooters, in rife piles, kept up a continual fire, but did no damage. The queen was struck twice in the bull, but above the water line. One of our guns was dismonated and ruined.

I can only speck in the highest tenus of the conduct of every man on board, All behaved with cool, determined course.

Communication of the Communica

Our Naval Correspondence.

A very exciting scene was witnessed here this mornsag. The Union ram Queen of the West, Captain E. W. Sutherland, ran the blockade of the rebel batteries at Vickeburg. Colonel Charles R. Ellet, commander of the ram fleet, was on board of her and directed all her movements. The event has created great excitement in this vicinity. When the rebeis saw the ram run into the rebol steamer, near the city, and then pass down the river uninjured, they were not less assonished than chagrined, because it was believed, by them at least, that no Union steambout could safely pass their formida-

the ram :- Colonel Charles R. Ellet, in command; F. W. Sutbermud, captain; J. E. Tutbill, first lientenant, Sima Edison, master; J. C. Duncan, master; Heuben Townsend.

The Queen of the West had been previously provided with all the arrangements deemed necessary to insure the complete success of the dangerous undertaking. Three hundred bases of cotton had been procured (orther up the river and placed on board, particularly about the injury by shot and shell from the robel batteries. Rear Admiral Parter had given orders that she should proceed down to Yicksburg, destroy the rebel steamboat City or Vicksburg, lying opposite the city, and then run the lower rebol batteries. The Colonel was directed to sep close to the right bank going down, to have all his the on board extinguished—as it was intended that she should run the gaustiet in the darkness—and, having mfely passed the batteries, to anchor, below the mouth of the canal and there wast for further orders.

The Colonel started with the ram from above the bend at half past four o'clock this morning. Soon after gotting under weigh he discovered that the change made in the position of the wheel—which was removed from its ferming position to a carrow place belind the bulwarks—emerged that the change made in the position of the wheel—which was removed from its ferming to a carrow, place belind the bulwarks—emerged that the change made in the more position to a carrow place belind the bulwarks—emerged that the emerge of the relations. It was about six o'clock, just as the mesessary alterations. It was about six o'clock, just as the mediator of the relation of the was included the point of land lying opposite Vicksburg. She had only more emerge on board of her below after she had passed the hatterion, and the left was in high feather at the emerged from the relation of the was distinctly send the hadden of the count level to the feather at the constant of their butteries, which crown the create of the highs about the city. The queen slowly and steaming the point in the was distinctly send to the highs about the city. The queen slowly and steaming the point of the bloths about the city. The queen slowly and steaming the point of the bloths about the city. The queen slowly and steaming the point of the bloths about the city. The queen slowly and steaming the point of the bloths about the city when the extended for the river under a heavy fire from these relations.

There is true and the beat in the standard of the count kept by these standing on the gotter of the latteries, which crown the create of the count kept by these standing or the bloths range of the read at the boat in the standard of the count is the count kept by these standing or the bloths range of the read at the boat in the standard of the count is the count kept by these standing or the bloths range of the read at the beat in the standard of the count is the count of t et baif part four o'clock this morning. Soon after getting

atead of penetrating her, would be inclined to glance, and the full force of the blow would thus be lest. Wishing to make the sheek as effective as peasible, when the ram had reached the proper position the Coionel turned her parily around, so as to face the city, and then made across the river straight for the fated steamboat. The rebels, who had crowded on the befiles, scampered off in the most affrighted manner from the shore and sought sately in the city. The ram still went attendity on to the execution of her destructive errand. She struck the rebel steamboat forward of the wheel-house; but at the moment of collision the current caught the stern of the ram and swung her round so rapidly that nearly all the momentum of the blow was lost. To set the rebel steamboat on fire was part of the arrangement. That portion of the programmed was entrusted to Sergeaut J. H. Campbell. He was directed to fire the forward guns loaded with combustible balls saturated with turpentine. As the ram awang round he was ordered to fire them. Just at that moment a sixty-four pound shot from one of the rebel batteries came crashing into the barricale of cotton near him; but the brave Sergeant did not hesitate a moment in the execution of the order. The guns were fired, a tremendous blaze was vemited forth from them, and the rebel steamboat was in flames.

About the same time the ram was found to be on fire. A shell from shore had set her on fire near the starboard wheel, while the discharge of the guns with the combustible balls had fired the cotton on her bow. Both steamboats were thus ablaze at the same time. The fames spread rapidly on both vessels. The smoke from the front of the ram rushed into her engine room and threatened to sufficiate the engineers. Those on board the rebel steamboat did all they could do to extinguish the fames on their boat. This they soon accomplished. Colonel Ellet had intended to strike the rebel steamboat in the stern, and thus finish the work of demolition; but the spreading flames on the Queen of t

streyed.

Thus the Qeeen of the West ran the blockade of Vicksburg by daylight, damaged the rebel steamboat opposite the city, and she torself sustained no material injury Afterwards the rebels endeavored to get steam up on board the City of Vicksburg; but, although the was not bunk, appearances indicate that she has been damaged scribusly. When she was struck some of her upper works came tembling on the bow of the Queen of the West.

West.
The exploit was well ordered and admirably excepted,
olonel fillet is a dashing officer and a dauntless mad,
freat credit is due to all the officers concerned in the en-

eprise.

During the morning the ram took on board the renainder of her crew, and, having received further orders
from the Admiral, preceded down the river. It is probaled that she will destroy any rebel steamboats that may,
be below, and that abe will keep on until she reaches rt Hudson. The robels are busily engaged in strengthening their

fortifications at Vicksburg. A long train of cars arriat the depot yesterday afternoon, amid tremendors the ing. The rebels were evidently receiving reinforcement

IN SHORT OF VICKSBURG, Feb. 2, 1865 the Blocka c-Its Importance Reads-Preparations-Ram Queen of the West Under

Register Pressing the Halleries Striking a Ribet Boat Fee sult of the Bione-Light of the Robet has anchoring Out of Range-Batteries Below-Effect of the Emploit Upon Our Men-Movement of Troops-Appearance of

portance. A boat has succeeded in passing the batteries at Vicksburg—an achievement not undertaken since the descent of Admiral Farragut's fleet in the latter part of July of last year. What part of our plan this operation was designed to aid does not yet appear; but it is was designed to and gow not yet appear but it is likely to afford as much assistance in the capture of Vicksburg, and especially in cutting off supplies from the western portion of the confederacy. The rebels have some fifteen or twenty boats that have for several months been flying from points on the Red river to Vicksburg, transporting supplies to the latter point. Even since our occupation of the to Vicksburg and returning below, though at considerable risk of injury from our Parrott guns. Since we succeeded in cutting off their approach to Vicksburg the same bests have been running to a point a few miles below Warrenton, thus giving the rebels the benefit of the resources of the rich region of Western Louisiana and Texas.

The appearance emong their transports of an armed officially that the boat which has run the blockade is to everything that she finds on the way. If possible, she

everything that she finds on the way. If possible, she will communicate with General Banks, at least such is the conjecture of outsiders. I am told by an officer of the ficet that it is designed that one or two other are de boats shall run the blockade to night it possible. At all events they will pass down before this letter can reach you. For several days extensive preparations have been made for sensing the ram queen of the West below Vicksburg. These preparations were completed two days ago, and night before last was appointed for the undertaking. Four hundred and fifty bales of cotton and hay were piled sround the guards of the Queen of the West, and no effort sparsed to make her protections as perfect as possible. Her crew was transferred for the time to another boat, and volunteers called for to take her below. Colonel Elist, of the ram fieet, commanded in person. Captain Sutherland, captain of the Queen of the West, together with the photos and engineers, at once came forward and expressed their willingness to make the attempt. Unfortunately the night was foggy, and the expedition was postgoned.

formately the night was loggy, and the expedition was postponed.

A little before day break this morning the Queen of the West started from her moornings, and steamed down the river. As she rounded the bend above Vicksburg the upper batteries opened, and the water around her was cut into foram by the shower of heavy shot and shell. Wonderful to reisste, she was struck only a dosen times during the entire scapade. Nowing so rapidly through the water, it was difficult for the gunners to get her range. Had she hatted for a momeon when in range of these heavy guns there is little doobt that she would have been radded.

The steamer City of Vicksburg has been bying at the

the water, it was difficult for the genners to get her range. Had also halted for a meacot when in range of these heavy guns there is little doubt that she would have been raddled.

The steamer City of Vicksburg has been lying at the landing of the town for several days, undergoing certain alterations to fit her for one as a rain or gunbast. The rebers have been strengthening her bow and covering her voluciable parts with plates, and, as she is known to be one of the fastest and most powerful beats on the river, she might be an incovereined coatsmer to have on the water. A part of the pran in running a rain below was to have her strike the City of Vicksburg, and sink her if possible.

As the Queen neared the City of Vicksburg in batteries above and below sackened their fire through lear of endangering their own boat. The Queen was running rapidly, and as she approached the rebel begat she torned suddenly and struck her just forward of the engines. The cotton was pided high around the bow of the Queen, so that the water result of the blow could not be observed. The offices of the Queen are confident that they did the boat rouch damage. The outcon on the bow of the Queen encountered the guards of the City of Vicksburg before the prow reached the half of the latter bust. The capstain and nearly everything on the bow of the Queen were sweept away, and her cotton was set on fire. At the same time the Queen threw torperline balts on board the Vicksburg, setting her on fire in several phooss. Those on board succeeded in entinguishing the flames, and the men on the Queen Rewind the men on the Queen Rewind the men of the Queen water and prepared is strike the Vicksburg a second dime. The fire of the crebal glass was reasered with cornessees, and as several balts strock the Queen pretrained the cushouse of the Vicksburg, and at few names deciminely around and headed below, brading his boat near the mouth of the proposed canning as a several balts strock the Queen pretrained to the promise. One of the chemy's heavy shot s

donkey engines to keep her from sinking. From this book we can see that she has steam up from some cause, and that she has slightly changed her position. It is possible that the rebels will succeed in stopping the leak.

The Queen of the West is the same boat that in July last attempted the destruction of the Arkansas as she lay at the Vicksburg landing. To the ram fleet we are much indebted for our success on the Mississippi; and at all events ithas been forement in the performance of darall events ithas the performance of darall events in the supports. Colonel Elict has another expedition in

much indebted for our success on the Mississippi; and as all events ighas been foremost in the performance of daring exploits. Colonal Ellet has another expedition in contemplation that, if attempted and success ful, will be one of the most brilliant of the war.

Should the Queen of the West attempt to mass in the direction of Port Hudson, she will find batteries at Warrenton, Grand Guif, Rodney, Natchez and Bayou Sara, All these will prove insignificant compared with those which she has just passed at Vicksburg. At Warrenton the ferryboat Be Solo, which was captured last week by General Blair, has repeatedly succeeded in passing the batteries. On the last occasion of her combus up twenty-three shout were fired at her, not one of which siruck the mark. About two miles below the mouth of the canal is a bayou up which the Be Solo is taken. She is now undergoing alterations which may add to her importance when on the river.

The army and navy are much elated at the success of the attempt to run the batteries. The plan was the result of a conference between Admiral Perter and General Grant, which terminated in the selection of Colonal Rilet to conduct it. It is possible that a great change will be made in the general situation of war matters in this region.

information.

From our position we can watch movements in Vicksburg and on the hills around it. Almost constantly we can perceive locomotives with long trains of cars in the vicinity of the depot. What they are doing we are unable to ascertain. From the cupola of the Court House we can observe their signal flars in frequent motion. No robel standard is visible. When shall our basner foat triumphantly over Vicksburg?

INTERESTING FROM TEXAS.

The Affair at Galveston. ONLY RIGHT OF THE CREW OF THE HARRIEF LAND

KILLED.

A letter from Captain Proctor, of Company G. Forty-second Massachusetts regiment, dated Houston, January 8, states that his company, together with Company D, Captain Sherine, and Company I, Captain Savage, were aptured at Galveston on the 1st nitimo and conveyed to

Company G-Killed-Frank L. Nott, of Quincy, by a hell. Wounded-J. W. D. Parker, a ball in the arm, everely; E. B. Dalby, in the hand, severely Geo. R. Pay, oak in the arm, severely, Jas. W. Wieal, contusion, slightly, Sergeant D. L. Wentworth, ball in the leg, slightly T 1. Sweetzer, backshot in the chin, slightly James L. Davis, by a splinter in the face: John M. Bar nard, hall in the leg, slightly.

Many others had narrow escapes. Lieutenant T. H. ewcombe had five builet hoies through his cost, but eseaged onhart. Lieutenant N. Cowdin was wounded in the back, but

- Justiyn was wounded in the bond severely; F. Merrill in the hand, severely; A. Ensley in the head,

slightly: John Barnes in the leg, slightly. Company I had none killed or wounded. Colonel Burrill, Surgeon Commings and G. J. Sarger, haplain, were also taken prisoners at the same time. Captain Proctor writes that he and his fellow prisoners oon to be paroled and sent home. OFFICIAL REPORT OF ADMIRAL PARRAGUT RELATIVE

OFFICIAL REPORT OF ADMIRAL FARRAGUT RELATIVE
TO THE CAPTURE OF THE RAIRIEST LANK.
FLOSHE HARTONE, New GRIERS, Jan 29, 1865.
Sim—I herewith enotese the report of Arting Master J.
A. Hannon, of the Harries Lane, by which you will perceive the exaggerations which have been circulated concerning the defence of that veces!, also the pusiliantment conduct of the officer who accompanied. It find of truce and corroborated to Lieut. Commanding Law the enemy statement that all the officers and crew of the Harries fame had perished, save some ten or different fame and wonded. I take it for granted that of the nine sightly wounded it is greated that of the nine sightly wounded the greater pertamounted to nothing, so that the testimony of the rebel pilot was very pear the truth when he said five killed and six or eight wounded. I cannot think but that for the death of Commodore Wainwright and Lieutenant Comminding Lee the vessel would not have been cantured. It is difficult, however, to conceive a more pusiliantment surrend or of a vessel to me enemy already in our power, that occurred in the case of the Harriet Lane.

Very respectfully, your checked servant,
De G. FARRAGUT, Rear Admiral.
Hen. Gipkon Weilles, Servelay of the Navy.

Hen. Gipkov Weilles, Secretary of the Navy.

THE HABRIET LANK STILL AT GALVESTON,
UNITED STATES STEAM STOOP BECOMYS, I
OPE GALVESTON, Jan. 26, 1863.

Size—I am very condident that the Harriet Lane is with
in Galv-ston waters. The sea broke heavily on the 18th
and 19th from one end of the sheals to the other, and
nothing drawing over six feet of water could have possibly'er seed the bar, and nothing could have possibly'er seed the bar, and nothing could have enseed the
gunboats anchored there without being seen, slichough
the hight was very dark. Subsequently the officers, accompanying the flags of truce tried to create the impresion that she was out, one of them asying so paintly. I
don't believe it. This morning Lieutenant Mitchell reported that he could see a square rigged vessel, salis
loosed from the mainterpress head, which be takes to be
the Harriet Lane. The lies beyond the upper harbor, in
the direction of Virginia Point, and was doubtless carried
over the shoal waters by the rise during the heavy
easterly weather.

Very respectfully, your obedient servant,
H. H. BFLL, Commedore.

To Rear Admiral Farragar, Ac., &c.

The Affair at Nabine Pass, Terms.

OFFICIAL BEFORE RELATIVE TO THE LOSS OF THE
BARK MORNING LIGHT AND SCHOOLER VELOCITY.

FLACSHIP HARTFORD, NEW ORIBANS, Jan. 29, 1868. Sin-I have received despatches from Commodore Bell and Lieutenant Commander Read, on the coast of Taxas, extracts and a copy of which I berewith enclose, by which you will see that our disasters on that cosm are not ended. As I had already anticipated it appears that the enemy came out of Sabine Para with two cotton fortified steamers on a certain morning, and ran out to sea some steamers on a certain morning, and ran out to see some twelve or fourteen unles where the Normog Light was. The latter soon got under weigh; but, by the robel accounts, and we have no other, they gave chase, soon came up with and captured her without losing a man. The same course of non-resistance appears to have been pursued by those of the Westfeld and Harriest Lane. The schenner velocity was soon made also to surrender and was taken into port. I am very thenkin that they did not get the gims of the Morning Light, as it would have embled them to eract a hattery of great atrength in such a shallow page.

You will notice the gims of the Morning Light were loaded, and went off when they become heated, by which circumstance I judge the men did not even for their issi

the case. Sear obedient sevent.

D. G. FARRAGUT, Rear Admiral.

To Grow & Welles. Secretary of the Napy.
P. S. I have just learned that the Morning Light was captured in a dead calm by a stemer coming up astern of her.

D. G. FARRAGUT, Rear Admiral. Lieut. Read, of the United States guuboat New London, in the despatch referred to in Admiral Farragut's report, states that he was ordered, in company with the gunboat Cayoga, to proceed to Sabine Pass to the relief of the

Murning Light, the Eachel Seaman and Velocity, block ading there, reported captured by the rebels. At 12 M, on the 23d of January, he discovered the Morning Light. A steamer was just leaving her, and in a few minutes the former was discovered to be on fire.

The Cayuga was ordered forward, but it was impossible to save her. The fire was started in the after part of the ship. The enemy tweed her in ten feet water, perhaps with hope of getting her over the bar into the pass. Four of her guns were discharded with the heat, three on the port side and one on the starboard side. The lister had fallen into the hold, and the abot coming out just above her copper, one boat being morn at the time two of her shell exploded. The enemy, has an outpied in fock place except the guns and shell. It is thought the enemy did not get any of the guns of the Morning Light. Morning Light.
As to the schooners Recham Senman and Velocity, the former lawteness Read had learned had encaped. The latter was captured with the Morning Light.

Arrest of a Notorious Cotton Barner.

*Cano, Ill., Feb. 11, 1865.
The rebet Colonel Conhman was arrested on from at his residence, near Ripley, Tenn., and brought of Chan-bus yesterday in from. Cushman has berned a react ton, perhaps, than any other men in the "con He has acted throughout * (thout a contribute from the THE CRUISE FOR THE PRIVATEERS.

The Florida Chased by the Gunboat Sonoma.

Arrival of the United States Frigate Sabine at this Pert.

The United States Steamer Vanderbilt at Havana.

ABSURD REPORT FROM PORT HUDSON.

Chase of the Privateer Florida by the Combont Sonoma.

We learn by the officers who arrived at this port last evening in the price bark Springbok, and belenging to the United States steamer Sonoma, that the Sonoma when off the Bahamas, on the 1st inst., saw a steamer to the windward, lying to, and apparently waiting for her to come up. She proved to be the privateer Florida, and as soon as she made out what the Sonoma was she immediately got under weigh and started off in all possible haste. The Sonoma kept after her, and chased her for thirty-six hours, but, owing to the superior speed of the Florida, she outran her.

Arrival of the United States Frigate Sabine.

The United States frigate Sabine, Commodore Cadwala der Ringgold commanding, arrived at this port yesterday in forty-one days from Porto Praya, Cape de Verds.

This fine ship sailed from New London on the 3d of No.

vember last, on a cruise in search of the Alabama or 290. she proceeded under shortened sail towards the ern Islands, experiencing very tempestaces weather nearly the whole passage. During a gale on the 7th November she lost one of her quarter boats, torn from the daylis by a sea which swept over her. She arrived at watering ship, sailed thence on the 2d of December during a heavy southwest gale, and after passing around the islands shaped her course for the Cape de Verds, naries, in the track of vessels from Europe to the Cast rived at Porto Praya on the 23d of December.

The steamer Mobican, Captain Glisson trad arrived at Porto Praya a few hours before the Sabine, from Ber-

anning to the southwest and westward of Be mada, tak

The officers and crow are all well. The only misfortune of a fine lad, James Eaton, of English parentage, a Liverpool gangway to the main chains at four o'clock on the morn ing of the 17th of January. The ship was hove to, the life buoy dropped, a boat lowered, in which Leutenant J. W. Kelley preceded towards the spot where he was auppored to be. After an hour spent in the most diligent and care the uncortangue boy. The ship wis put about and further search made for an hour, but without success. The fire buoy was recovered, and the ship put on her course again with the sad conviction that one of the fittle court

had forever passed from their undst. The Subine has not seen or heard anything of the Ala bama or other Confederates, though she has spoken or boarded every vessel seen. She has solled about ten hundred days absence. Officers and crew (five hundred)

The following is a list of her officers -

The following is a list of her officers —
Commodors—Catwalader Ringgold.
Liestenant and Executive Officer—John W. Kelley.
Pagmanter—J. Geo. Harria.
Surgeon—J. J. Abernethy.
Cupterin of Maximus—Harles Hey wood
Acting Masters—John Ewer Lucius H. Beattie, William E. Hithaway, Budley E. Tay or, Toward B. Hussey.
Acting Energin—E. Brown, Jr.
Liestenant of Maximus—William B. Remey.
Assistant Surgeon—John T. Luck.
Pagmacher's Clerk-Frank P. Arms.
Acting Master's Max—Liestenatt H. White, Henry M.
Noe, Except W. McKeever Same Courtney, James P.
Sturgis, baries A. Thorne, Robert E. Anson.
Acting Instrumental Robinson.
Gonaises—George E. Bescham.
Corp. str.—William B. Jenkins.
Salbooke—George E. Boerum.

The Run of the Steamer Vandesbilt. OUR NAVAL CORRESPONDENCE:
UNIBLE STATES FIRAN-BIS VANDERBILL,
HAVARA, Feb. 4, 1863.

My toot letter from Hampton Ronds, of the 28th uit , in formed you that we were bound to the East Indies via Rio de Janerio, but after our departure it proved to be a report circulated by the quidnunca-those wise, far-seeing individuals, who, like Mr. Solomon in the play, have "just obtained the most reliable information from the highest matherity" but whose authority, like Mr. Solomon's correspondents in Asia, Africa and America, generally prove a myth. The report arose from the fact of our taking on board four months' stores and the vague rumor that the Alshama had left the Atlantic for the China Seas. I left into the error on the principle that " what everybody mays must be true," but I am happy to tell you that we are after game of the same species to this place, which, if bagged, will repay us somewhat for the disappointments we have endured ever since our first departure from New York. where it was confidently predicted we would be success diction true is not owing to any want of energy or per severance, but to that bud luck, which sometimes pursues the best endeavors. I trust the fickle dame has at length that flood tide which leads to fortune.

ith any event of importance. On the 29th cit, we dis covered a ship standing to the southward, which, on a nearer approach, proved to be a steamer. On seeing us the kept sway and made salf; we tamediately went to quarters and gave chase. She set the American ensign and set the English colors. Her people were at quarters and they had a boat minned. After all our visions of a prize we found she was her Britannic Majesty's ship Cadmus, that left Hampton Roads a few days be I am at a lots to account for her ranging away and set ting the American ensign, as her officers must certain have known us to be the Vanderbilt that lay within has at Mampton loads, unless it was a sample of British wit to make the "blasted Yankees" think they had a prize. I have no doubt they laughed over their beer, and thought it "so jolly."

The Oreto left here about two weeks ago, and burnet several vessels off Cardenas. One of the vessels contained spanish property. The Alabama is reported to have put nto Kingston, Jamaica, a short time since for repairs, but was not allowed to stay there more than twenty-foor hours. A schooner loaded with conton, under Hyltish olors, came in yesterday just about of us.

There are no American men-er-war here at present. It is a pity that some versel is not stationed off this port is intercept the numerous vessels that are constantly arriv ng here from rebeldom. Two more achoosers to-day, with the rebel flag figing, and they are loaded with spable to state our distinution. There are several Engyou again by first opportunity.

The Privateer Plouble at Saveau.

after recruiting sailed the evening of the sixt. The Rud

not made any new prizes since her operations off Car-

There were no American war vessels at or near Nassau. The privateer Florida, as a matter of course, was received with much rejoicing by the residents of Nassau on her arrival at that port, on the 30th uit. Her commander, Captain Maffit, was very politely received and entertained by the Governor, and all the repairs and supemericanes by the Governor, and all the repairs and sup-plies that she needed were quickly furnished. Her officers entertain the highest opinions of the sea-going qualities and speed of their vessel, and laugh at our cruisers. They did not hesitate to say where they were

Many vessels were expected at Nassau, among them the Nashville; but assahe is held in her present berth by the Passaic and Montauk, her arrival at Nassau will no doubt be much delayed.

The officers and others attached to the Florida had no

difficulty in using confederate money in Nassau. It was willingly received at par. The Florida sailed from Nasan on the 31st ult., having obtained everything she de

sired, and fully equipped for a long cruise The Rebels at the British , West Indies.

HAVANA, Feb. 5, 1863. The Florida left Nassan a week age to-day, after having received coal &c. She is reported to have made seven prizes off the coast of Cuba and one on the Bahama

the Galatea, Steady, Styx and Rinaldo.

A report was circulated here that the Alabama had unk by the Tioga and Sonoma, off Kingston, from which place she had been ordered to sea, owing to the protest of the officers of the Hatteras, who had been ded there. The report was traced to its source, it was finally denied. That the Alabama had gone into Kingston, with the officers of the Hatterse, was known here, and it was so stated in my last letter. Nothing was said about the crew.

The United States steamer Vanderbilt left Havana on the evening of the 4th inst.

Arrived February 3, English schooner Anna, eight days

The news we give above proves the absurdity of the following report from Fort Hudson. It no doubt arose from the sinking of the Hatteras, and has been magnified to suit the tastes of the people of the South:-FORT HUSSON, LA., Feb. 6, 1863

The United States sloop of war Brooklyn was suck by the steemers Alabama, Florida and Harriet Lane, the Brocklyn having been sent in pursuit of the latter. BALTIMORE, Feb. 11, 1863.

The Aury ican has received a Richmond paper, which contains the descatch from Port Hadson relative to the sloop of war Brookiyu. It embraces a string of reports said to have been received there by deserters. Among others, it is said that a report had reached Baton Rouge that the Brooklyn had been sunk, as stated. It is evi

Additional from Port Koyal-GENERAL POSTER'S PLEET—THE FIRST SOUTH LINA NEGRO REGIMENT.

PORT ROYAL, S. C., Feb. 3, 1863. The most of Major General Foster's flost, from North

Carolina, has arrived here in a good condition.

The First South Carolina negro regiment arrived here vesterday from an expedition sixty moles up the St. Ma rys river, Georgia, to the town of Woodstick, which they burned, after having repulsed the enemy in a severe on They also destroyed some extensive salt

The regiment fought like veterans, and repulsed supe-

Interesting from Yorktown.
ADDITIONAL PARTICULARS OF THE APPAIR, OF BATURDAY LAST. Youcrown, Feb. 10, 1863.

burg is different from the first report.

Our loss in killed, wounded and missing will be con siderably less than thirty. The wounds of Cart Fairth

Lieutenant James Smith and several others, supposed

te be prisoners, have made their escape. Captain Hagermeisher and Lieu enant William undoubfedly in the bands of the enemy, as is also the body of Lieutenaut Ruinemiller, who was probably

General Wise has his headquarters, mys the prisoners there are most of them wounded. If the instructions of General Keyes had been adhered to, this trap, evidently

Important Cavalry Reconnoissances. CAPTURE OF REBEL PICKETS—NO ENEMY NORTH OF THE RAPPARANNOUR—A REBEL RENDEZVOUS BROKEN UP, ETC., ETC., STATFORD COURT HOUSE, Va., Feb. 11, 1863.

Colonel Wypdam has just reached here from a reconnoissance from Rappatamock Station. He left Centre ville on the merning of the 9th, with the Fifth New York cavalry, and bivolacked at Briston Station. The next morning Captain Pendeld, with a squadron of the Fifth New York was ordered to Warrenton to clean out the place of rebels. The next morning they saired the telegraph station at Warrenton Joneticn, enting the wire those to the Bappahamock river. At Fik ron they at tacked and persued the rebel pickets, capturing two of them, one of whom, Captain Bandall, formerly a captain in the United states Army from 1812 to 1818, but now a noissance from Rappatannock Station. He left Centre ville on the morning of the 2th, with the Fifth New York

them, one of whom, Captain Randall, formerly a captain in the United states. Army from 1812 to 1818, but now a notorious hushwacker.

This recommonstance ascertained that the streams are so high as to be impassable, and that the roads are interly impranticable for infantry, and else that no robel forces are on this side of the Rappananovek, except a stouding party seven miles beyond therefore. The situation is not consultation with our consults in the firm of the firm o

whose house the rebets have used as a rendervous in their raids on our times. Calvin's house was been used as time A large quantity of provisions and forage were corn and fifty barrels of meal, with a few army and

THE EUROPEAN STEAMERS.

Arrival of the Robemian. Pontlane, Me., Feb. 11, 1862. The steamship Robemian, from Liverpool and London-

news to anticipated. The Bohemian reports that the steamer St. Andrew put back to London terry, and maked again on the 20th eftime

The Bohemian was greatly detained on her way to this port by heavy seather.

Arrival of the Europa at Boston. Bostow, Feb. 11-1 P. M Bostow, Feb. 11, 1863.

The Europa arrived here from Hallber at a quarter past three o'clock this afternoon. The mails and the newspaper bag for the press, per the Europa, will be despatched to New York by this evening's

train, which will arrive there at an early hour to morrow BEAVY SHIPMENT OF TREASURE FOR NEW YORK AND

morning.

ENGLAND. Ban FRANCISCO, Feb. 11, 1861.

Haifed steamer Constitution for Pansons, with 115 par sengers and \$1,100,000 in treasure for New York and \$507,000 for England. It is supposed that man'y one miltion dollars went on government second, being the epo-cie which has scoumulated at the Sun-Transury. The markets have relapsed outs their former leading, small saids of turpenting at \$21.

Considerable of turpentine at \$21.

Origin dates to the 5th lives been received.

The Union and distinct the micros are still open, and erosels of gold degrees are reading differenced.

The Victoria (British Concentra), Armanda, of the 1st, may a nominate of the relative Concentral, Armanda, or the 1st, may a nominate of the order of concentral may arrived there a models one and orders are despited the foreign testing the foreign was the province range interprise. The commodate would have an exceeded but for the would coffee sent source,

M. MERCIER'S VISIT TO RICHMOND

Short, Sharp and Decisive Note from

His Explanation of M. Mercier's Despatch to M. Thouvenel,

Secretary Seward.

on, Feb. 11 , 1863

enate to day :-

TO THE PRESENT OF THE UNITED STATES : The Secretary of State, to whom was referred a resolu tion of the Senate passed on the 9th day of February in-

tion of the Senate passed on the 9th day of February instant, in these words, viz:—

Resolved, That the Precident of the United States be requested to communicate to the Senate, if not incompatible
with the public interests, the character of the suggestions
made by the Secretary of State of the United States to M.
Mercier, the representative of the Emperor of the French
to this government, as marrated in his communication to
M. Thouvenel, under the date of the 13th of April last,
which induced M. Mercier to undertake his missing to
Richmond in that month, and what representations, if
any, he was authorized to make from this government,
or from the Secretary of State, to the Confederate authorities—

That no suggestions were made to M. Mereier by the ecretary of State that induced, or were designed or calcu-

lated to induce, him to undertake a mission to Richmond in April last or at any other time. He was not then, nor has he or any other person, ever been, authorized by this govern of any kind or on any subject to the insurrectionary agents nication with them on behalf of this government

From the beginning of the present disturbances until the apring of 1862 this department was charged with the authority of granting passes or passforces. It early became a question whether foreign Ministers, residing in the United States, should be denied such passports. It was thought a sound and liberal poli-cy to leave them free to visit any part of the country to which they are accredited, so long as there should be no ground to question their good faith towards this government. This has been uniformly avowed as the course of the government. Accordingly a passport was granted in the month of April, 1861, to his Excellency Rudolph men. A like passport was granted in August, 1961, to the Prince Jeromo Napoleon, then on a visit at this capital; ter. These passports were granted at the request of those distinguished reasons respectively, and not on any supposition of the government or Secretary of State. They severally travelled in a private and unofficial capacity. They bere no communication, whether formal or informal, restal or written, from this government or from the Secreary of Sale to any of the insurprets, and they brough the Secretary of State. Since the 4th of March. 1861, no communication, direct or indirect, for met or informat, has been held by the government or by the Secre tary of State with the insurgents, their siders or abettors No passport has been granted to any foreign somister to pass the military lines except by the President's direction, port has, upon his return, wasted upon the President, as well as the Secretary of State, and given them such account unasted, as he thought proper of the incidence of we jour the facts relating to communications concerning the ex-change of prisoners and other military matters to charge

of the War Department may affect them.

Respectfully submitted, WILLIAM H. SEWARD DESCRIPER OF STATE, WASHINGTON, Feb. 9, 1843.

M. MERCIER'S ACCOUNT.
In order that our readers may be shie to understand this most important diplomatic correspondence, we publish a literal translation of M. Merciar's despatch to M.

Mossicia ix Missicia.

In the last conversation which I had with hom (Mr. Seward), under the inspression of the satisfactory news which he had received from the West, he last before me all the reasons which he believed west to prese the approaching re-establishment of the Union.

As we were talking, the remark emapped me, e.g. of by chase, that I regreties much not being size to assore myzelf of the condition of change at Richmond. Mr. Seward replied to me at ore that I could very easily go thither; that all I had be do was to send for one of our ships that it might early me to Norfolk, and that he was entirely willing to give me a case for this said. Hayling

entirely willing to give me a pass for this use! Having had no intention of colling out this response and not having receive it, such to him that I seem it reflect and some bring him may conserve.

Taking all things into consideration, I concluded that from the received a decrease it undertook this veyage, with the acquire

parties. It was understood, besides, that I should request to Mr. Seward only what I was authorized to request to him. Mr. Seward was to be that I wish authorized to repeat to him. Mr. Seward was to be that I wished add, if I found on apparature constance, that is the cognition the North was unimorated by no rentement of respective, and that for himself as should with pleasure find through a grin in the Sewart in the presence of all those school the South thought if I to send thicker.

After this conversation I wrote a word by telegraph to

THE NAVY. Three More Ocean Iron-Clade to be Batt.

is a less days proposals will be samed for the construc-tion of three enormous occun iron-clad non-ef-war, similar to the licitator and Puritan, now in course of construction this neighborhood. They will be over four hundred feet long, and much more formulable than either the Warrior or the Gloine. The from armor on the kerrets will be no less than I wo feet thick, and the outside how—

which will be of tron-will be an sharp is the blade of a knife. The battery will surpass anything historic concoived. If present mulcalons can be ruled on ordence people will be able to cost a twenty-such gue, which can or more of these will be on board. As the crushing force to a non-point tall is nice beneficidous, the effect of the factor estimatation may be tengined. New York being the may place where work of such magnitude conde he performed it is nave to say that some of our contributors will have the new craft on the stocks before lady. Much wheele context, however, he beint in less thin a year, Talairona-d, double bound paddle wheel attender-we make the invested at the riches Mary Yard on Theorem mast, the is the invested at the riches Mary Yard on Theorem mast, the is the invested of the riches Mary Yard on Theorem mast, the invested at the riches Mary Yard on Theorem mast, the invested at the riches Mary Yard on Theorem and the state of the top, they have been and an invested the top, the rates with the January and in a state, already allows, and with the consistent